with an outboard motor or motors operating in Madden or Gatun Lakes.

[54 FR 37328, Sept. 8, 1989]

Subpart B—Inspection

VESSELS

§ 121.41 Certificates of inspection.

(a) Certificates of inspection shall be issued for a period of 1 year to passenger vessels, vessels equipped with boilers, and vessels whose hull or machinery is, in the judgment of the Marine Safety Unit, in such condition as to require inspection annually.

(b) Certificates of inspection will normally be issued for 2 years to all vessels not covered by paragraph (a) of this section.

(c) Application shall be made by the owner or other responsible person for inspection and issuance of a new certificate of inspection prior to expiration of the certificate.

[31 FR 12316, Sept. 16, 1966, as amended at 54 FR 37328, Sept. 8, 1989]

§ 121.42 Distribution of certificates.

Two copies of the certificate of inspection shall be retained on file by the Marine Safety Unit. The original and one copy shall be given to the master or owner of the vessel named therein.

[54 FR 37328, Sept. 8, 1989]

§ 121.43 Fee for inspection.

Before a certificate of inspection may be issued to any transiting vessel, or U.S. Government local craft, the Master or owner of such vessel or other responsible person shall pay to the Treasurer, Panama Canal Commission the fees established by the Canal authorities for inspection and examination and for the issuance of certificates.

[46 FR 63192, Dec. 30, 1981]

§ 121.44 Standards in inspection of hulls.

In the inspection of hulls of vessels, the rules promulgated by the American Bureau of Shipping or other recognized classification society respecting material and construction of hulls, except where otherwise provided for in this part shall be accepted as the standard.

§ 121.45 Drawings of new vessels to be furnished to the Marine Safety Unit.

The owner or other responsible person, when applying for the first inspection to a new vessel, shall furnish the Marine Safety Unit the following drawings and prints for review prior to construction: Midship section, inboard profile, outboard profile, arrangement of decks and hatch details, capacity of double bottoms and fuel compartments, hull penetrations and shell connections, machinery installation, piping systems, lifesaving equipment, fire fighting equipment, electrical, general alarm, radio, and emergency light circuits, and such other drawings or prints as show the general construction of the vessel, including dimensions, spacing of frames, disposition of hull plates, construction of transverse and longitudinal bulkheads, and location of same.

(Approved by the Office of Management and Budget under control number 3207–0001)

[54 FR 37328, Sept. 8, 1989]

§ 121.46 Inspection of tank vessels.

Tank vessels shall be inspected in accordance with the provisions of this part and of Part 113 of this chapter. Conditions and design of tank vessels not specifically covered by the provisions of this part or by the provisions of Part 113 of this chapter shall conform to the pertinent provisions of the Tank Vessel Regulations of the U.S. Coast Guard.

CROSS REFERENCE: Tank vessel regulations of United States Coast Guard, see 46 CFR Part 30 *et seq.*

§ 121.47 Inspection of hulls.

(a) In the inspection of hulls of vessels, the inspector shall carefully inspect every accessible part of the hull, and carefully examine the wood or metal of which the hull is constructed to determine the condition of same, making all necessary hammer tests of hulls constructed of iron or steel. If the inspector shall not have satisfactory evidence otherwise of the soundness of the hull of a wooden vessel, he shall have the hull bored or opened up to his satisfaction.

(b) All scupper, sanitary, and other similar discharges which lead through the ship's hull shall be fitted with efficient means for preventing the ingress of water in the event of a fracture of such pipes. The requirements of this paragraph do not apply to the discharges in the machinery space connected with the main and auxiliary engines, pumps, etc.

(c) The outboard shaft or shafts on every ocean or coastwise vessel shall be drawn for examination at least once every 3 years: Provided, that when it is shown that a vessel has had a long period of lay-up the Marine Safety Unit may grant an extension equal to the time the vessel has been out of commission, but in no case shall the extension exceed 1 year.

(d) Where the propelling machinery is located amidships the afterbearing shall be rebushed when it is worn down to ¼ inch clearance for shafts of 9 inches or less in diameter, 5⁄16 inch clearance for shafts exceeding 9 inches but not exceeding 12 inches in diameter, and ⅜ inch clearance for shafts exceeding 12 inches diameter. Where the propelling machinery is located aft the maximum clearance shall be one grade (1⁄16 inch) less than the above clearance.

[31 FR 12316, Sept. 16, 1966, as amended at 54 FR 37328, Sept. 8, 1989]

§ 121.48 Sea chests, sea valves and strainers.

Sea chests, sea valves, and strainers shall be carefully examined by the inspector when the vessel is in drydock, and, if deemed necessary, they shall be opened up for internal examination. This requirement also applies to bilge injection valves. All iron or steel fastenings of sea cocks and valves to the shell plating shall be examined and shall be renewed if necessary.

§ 121.49 Pumping arrangements.

The pumps and pumping arrangements, including valves, pipes and stainers, from the several holds, as well as from the engine and boiler spaces shall be examined at each inspection.

§ 121.50 Steering arrangements.

All parts of the steering arrangements, including the gear, quadrants, blocks, rods, chains, or other transmission gear and brakes shall be carefully examined by the inspector at each inspection.

§ 121.51 Watertight bulkheads and doors.

All watertight bulkheads and watertight doors shall be examined and found or required to be placed in good and efficient condition. Watertight bulkheads shall be tested with a head of water if considered necessary.

§ 121.52 Engine room signal gear.

Signal systems between engine room and pilot house, whether they be telegraph, bell, whistle, telephone, or voice tubes, shall be examined and tested at each inspection.

§ 121.53 Materials, construction, and repairs of boilers and machinery.

Materials used and the methods employed in the construction and repairs of boilers and machinery, and the design of boilers and machinery, shall be in accordance with the marine engineering regulations and material specifications of the U.S. Coast Guard, or the rules for building and classing steel vessels of the American Bureau of Shipping, or other recognized classification society, unless otherwise provided in this part.

§ 121.54 Preparation of boilers for inspection.

It shall be the duty of the chief engineer to have the boilers which are to be inspected filled with water, safety valves secured by clamps or gags, tubes swept, back connections and furnaces cleaned out, and the water in boilers at a temperature of not more than 180° F. for watertube boilers and not more than 100° F. for fire-tube boilers.

§ 121.55 Tests and inspections of new boilers.

All boiler tests and inspections of new boilers shall conform to the standards of the U.S. Coast Guard ''Marine